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FISCAL IMPACT STATEMENT

LS 7218

BILL NUMBER: HB 1482

NOTE PREPARED: Jan 3, 2003

BILL AMENDED:

SUBJECT: Abandoned Railroad Crossings.

FIRST AUTHOR: Rep. Stevenson

FIRST SPONSOR:

BILL STATUS: As Introduced

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 FEDERAL

IMPACT: State

Summary of Legislation: This bill requires the Indiana Department of Transportation (INDOT) to identify railroad grade crossings that are abandoned or unused and to designate them as exempt crossings. It requires designated crossings to be marked with an official exemption sign that is posted and maintained in conformance with the Indiana Manual on Uniform Traffic Control Devices for Streets and Highways. The bill specifies that for an abandoned railroad grade crossing to be exempt from the law requiring school buses, private buses, motor vehicles carrying passengers for hire, and vehicles carrying explosive or flammable liquids to stop and proceed in a certain manner at railroad crossings, the abandoned crossing must be designated as exempt and marked with an official exemption sign.

Effective Date: July 1, 2003.

Explanation of State Expenditures: The cost per sign is estimated at \$92.26. Two signs would be needed for each crossing, or a cost of \$184.52 per crossing. With an estimated 200 abandoned rail grade crossings, the total cost is estimated at \$36,940. The fund affected is the State Highway Fund.

Background Information: The INDOT reports that there are 10,300 active rail grade crossings in the state, with 6,500 public rail grade crossings and 3,800 private rail grade crossings in the state. The INDOT estimates that there may be 200 abandoned rail grade crossings in the state, perhaps more. Currently, the Railroad Division with the INDOT is responsible for rail grade crossings. They have two inspectors for the state. Additional staff may be needed in order for the INDOT to make the determinations necessary as required by this proposal.

The funds and resources required above could be supplied through a variety of sources, including the following: (1) Existing staff and resources not currently being used to capacity; (2) Existing staff and

resources currently being used in another program; (3) Authorized, but vacant, staff positions, including those positions that would need to be reclassified; (4) Funds that, otherwise, would be reverted; or (5) New appropriations. At the end of FY 2002, the INDOT reverted approximately \$210 M. The INDOT staffing table, as of December 30, 2002, indicated 450 vacancies with annual salaries amounting to \$9.9 M. Ultimately, the source of funds and resources required to satisfy the requirements of this bill will depend upon legislative and administrative actions.

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Department of Transportation.

Local Agencies Affected:

Information Sources: Mike Scime, Section Manager, Railroad Division , Department of Transportation, 232-1491.

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